

PROCESS DESCRIPTION

Section 2900 of the California Vehicle Code requires the Office of Traffic (OTS) develop a comprehensive plan to reduce traffic collisions and deaths, injuries, and property damage resulting from collisions. The Highway Safety Plan (HSP) serves as California's application for federal funds available to states under the Transportation Equity Act for the 21st Century (TEA-21). The HSP describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all continuing and proposed new grants. The HSP presentation, contents, and format are designed to meet federal requirements.

Developing and implementing the HSP is a year round activity. The process begins by projecting state and community highway safety grant program funding levels on the basis of the best available information. After initial funding estimates are made, planned costs for all projects continuing into the next fiscal year are identified. Continuing costs are deducted from estimated total available funds to arrive at the net dollars for planning new programs. Each project displayed in the HSP (both new and continuing) will have the budgeted amount of funds for this fiscal year identified. For continuing projects, we are unable to recalculate each year's carry forward amount in order to show in outlying years. Actual figures are transmitted via other documents.

The grants are designed to address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records and engineering. These priority areas correspond directly to specific problems in California.

The OTS grants selection process is very competitive. In November 2002, OTS mailed Requests for Concept Papers (RFCPs) to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. At the same time, the OTS internet website was updated with all of the information relevant to applying for a traffic safety grant, as well as downloadable forms to submit by the deadline dates.

OTS screens grantee applicants against both quantitative and qualitative criteria. The proposals are rated against several criteria including potential traffic safety impact; collision statistics and rankings; seriousness of identified problems; and performance on previous grants. Along with reviewing the proposals, OTS analyzes traffic safety data and information available from the following information sources:

- **The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The California Highway Patrol (CHP) receives collision reports (Form 555) from all local police agencies, in addition to collision reports from their own area offices. CHP maintains the statewide database. The year 2001 collision data used in this HSP represents provisional data only.
- **The Traffic Accident Surveillance and Analysis System (TASAS)** - This system provides data pertaining to state and interstate highways and includes detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.
- **The Automated Management Information System (AMIS)** - This Department of Motor Vehicles (DMV) system contains records on all registered motor vehicles and all licensed drivers within the state.

- **The Arrest and Conviction File** - The Department of Justice (DOJ) maintains a record of all arrests made within the state, including the final disposition of each case.
- **Census Data** - The State Department of Finance provides population estimates.

Proposals from State and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2003, OTS had received over 425 proposals for funding during fiscal year 2004.

After completing their analysis, OTS regional coordinators develop and present funding recommendations to OTS management. Once the Director determines OTS' funding recommendations, a meeting is held with the Business, Transportation and Housing (BT&H) Agency Secretary to present the OTS funding recommendations. On April 2, 2003, OTS staff met with the Agency Secretary and presented our recommendations for funding in fiscal year 2004. The BT&H Agency Secretary approved our recommendations for funding for fiscal year 2004. During a press event in the Central Valley city of Fresno, the Secretary announced the new grants, while at the same time, a statewide press release was sent out from Governor Gray Davis' office.

Upon receiving final funding approval from the BT&H Agency Secretary, OTS prepares a draft HSP for the BT&H Agency Secretary for approval. The state approved HSP is then submitted to the National Highway Traffic Safety Administration (NHTSA) Region IX office.

OTS' goal is for 90 percent of all new grants to become operational between October 1, 2003, and January 1, 2004. OTS regional coordinators monitor grantee project performance throughout the year through Quarterly Performance Reports and Grantee Performance Reviews.

ENHANCEMENTS TO THE CURRENT PROCESS

All application forms for grants are readily available on the OTS website. With all forms available on the site, agencies are able to easily download and complete the application process. The Request For Concept Papers process stresses the importance of involving community-based organizations (CBOs) in grant planning, activities, and funding. As a result, many of the concept papers included maximum utilization of CBOs. At this point, OTS requires that hard copies of the Concept Papers be mailed to OTS. However, OTS staff is currently analyzing the use of the Internet and email system as a medium for receipt of Concept Papers from the field.

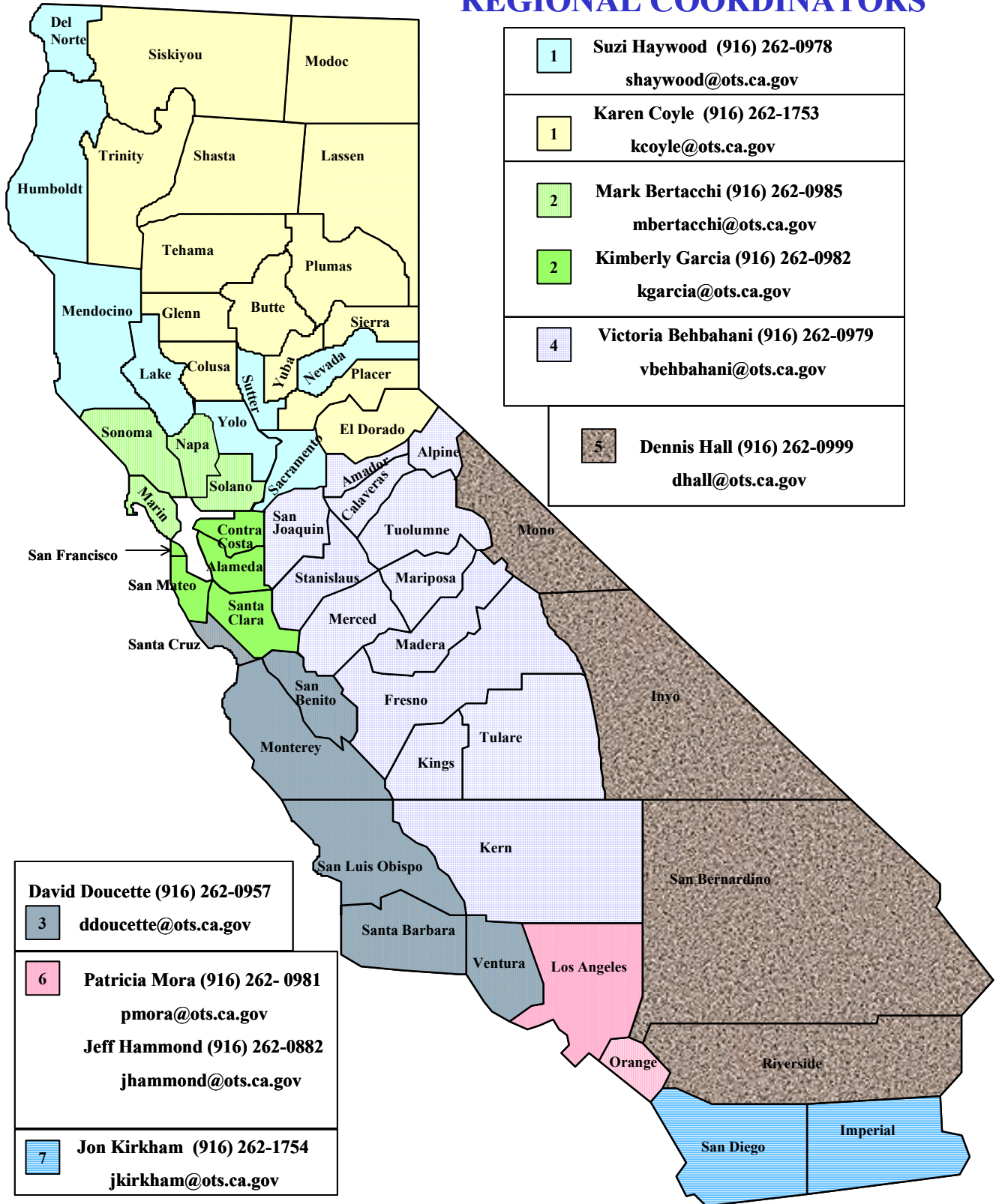
OTS grants staff is organized by region of the state. There are seven regions with twelve Regional Coordinators assigned to the ongoing 450+ grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems and who may have not received a recent or even a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS grant coordinator for information on various program areas. The regional concept helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allows the grant coordinators to develop expertise in all program areas. Because the Coordinators are familiar with their region, they have helped to develop regional projects whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. Refer to page 04-I-4 for regional map and appropriate OTS Regional Coordinator contact.

The OTS website is constantly being reviewed to ensure a customer friendly site that meets the needs of agency personnel throughout the state. The site contains all the forms necessary to apply for a grant with information on timelines for submission. It also contains two databases that provide information on crash statistics and grants. Utilizing the most recent SWITRS data, the crash database allows you to search for a California city or county and see a picture of the crash problem specific for that area. The data includes overall rates, alcohol involved, speed related, pedestrian and many other categories. Each city is grouped by population category, thereby allowing for a comparison to other cities of like population. The grants database contains all the grants that are currently active. As in the crash database, you can select any city in the state and view all the current projects. The data provides an overview of the grant with contact information. Also included on the OTS website are sample concept papers and program blueprints. There is also a site for teachers, teens and younger children where they can get information for school and play a traffic safety game with the California Highway Patrol mascot, Chipper.

In June 2003, the BT&H Agency Secretary approved OTS recommendations for funding new grants in 2004. Since that time, OTS staff has been working diligently to conduct on site assessments and begin to develop draft applications. OTS Regional Coordinators have conducted regional meetings with grantees to help develop programs. These meetings provide the grantees with the opportunity to discuss grant requirements and to have questions answered by OTS staff. OTS staff also conducts one-day trainings led by the OTS auditor and regional coordinators. These trainings provide information on all aspects of grants, from allowable costs through revisions to projects. New 2004 projects and selected continuing projects will be required to send the Project Director and a representative from the local Fiscal Department to these workshops. There will be two one-day sessions in each of the regions beginning in October 2003.

OTS staff is always on the lookout for ways to streamline our reporting processes, while maintaining the integrity of the documents and meeting all state and federal requirements. As such, this year's HSP reflects the use of more tables in the program areas. The task description provides a narrative overview of the projects within the task; while the table provides a listing of the items to be funded and information on activities, target audiences, etc. In addition, during last year, the OTS staff reviewed several other states' Annual Progress Reports (APR) to determine if we could use them as a guide to revamp our APR. We were very successful in producing an APR for fiscal year 2002 that is significantly shorter, less wordy and much more pleasing to the eye. At the same time, we were able to include everything needed to comply with national requirements and include relevant information for our customers in California. We have received several compliments on the APR from within California as well as from other state Offices of Traffic Safety.

REGIONAL COORDINATORS



PROBLEM IDENTIFICATION OVERVIEW

The U.S. Department of Transportation, NHTSA, defines a highway safety collision problem as “an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience compared to normal expectations.” The fact that a subgroup is over represented in collisions may suggest there is some characteristic of the subgroup that contributes to the collisions. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, vehicles, or roadways that are statistically higher in collision experience as compared to normal expectations.

Isolating and identifying a contributing factor is a great advantage in the planning and selection of countermeasures. If contributing characteristics can be identified and corrected, the collision experience of the subgroup can be improved, resulting in a reduction of traffic collision fatalities and injuries.

OTS uses data sources to identify emerging problem areas, as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. The problem identification process includes the development of collision rates for each California city and county (OTS Collision Rankings). The rates are calculated for population and vehicle miles of travel. The OTS Collision Rankings are available for public viewing on the OTS website.

Cities within population groupings are contrasted to determine if their collision rates are above or below the mean for cities in their category. Cities above the mean are targeted for more in-depth analysis. OTS staff solicits proposals with agencies that have significant problems, but who have not submitted proposals to address identified problems.

A profile of each jurisdiction is available and contains the following:

- Traffic collisions (fatal and injury collisions by city, county) along with information on collisions that involve alcohol/drugs, speed, hit-and-run, nighttime, Had Been Drinking (HBD) Drivers, pedestrians, and bicyclists.
- Demographic variables (e.g., age distribution).
- Driving under the influence (DUI) arrests.
- Primary Collision Factors (PCF) (e.g., unsafe speed, hit-and run, nighttime etc.).
- Normalizing variables (e.g., population and vehicle miles of travel).

Additional data elements can be added to the database as needed. OTS staff was trained to use the database as an additional tool for problem identification. Staff knowledge, experience and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Collisions can be further analyzed in terms of the time, day and month; age and sex of drivers; primary collision factor; and usage of safety equipment.

Other factors also influence motor vehicle collisions and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential. The selection of collision comparisons requires the exercise of judgment.

PROGRAM/PROJECT DEVELOPMENT

The process of selecting new grants for federal fiscal year (FFY 2004) included the following major steps:

- Conduct problem identification.
- Establish goals and objectives.
- Review concept papers.
- Develop funding recommendations.
- Present funding recommendations to the BT&H Agency Secretary for approval.
- Conduct a media event to announce grant awards.
- Prepare Highway Safety Plan.
- Conduct project onsite reviews.
- Review draft project agreements.
- Approve final project agreements.
- Conduct Pre-operational reviews.

The OTS grant program stresses a community based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet in a manner consistent with OTS' statewide goals. Virtually all strata of society will be reached including various racial and ethnic groups, infants, children, teens, young adults and the elderly.

OTS funded grants address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records and engineering. Grants funded in the police traffic services; alcohol and other drugs, occupant protection, and pedestrian/bicycle safety are measured against aggressive yet attainable goals. The remaining priority areas (emergency medical services, traffic records, traffic engineering) support traffic safety goals through improved problem identification and analysis, along with better response times to collisions.

The federal priority program areas correspond directly to three specific problems in California: Child Safety, Driver Behavior, and Traffic Congestion Relief.

Child Safety

The target of many protective programs, child safety covers a broad spectrum of issues and specific problem areas. A review of the top five causes of fatalities in 2001 among California children 5-12 years of age shows the following progression: 1) motor vehicle traffic, pedestrian (39); 2) motor vehicle occupant (37); 3) drowning/submersion (28); 4) motor vehicle traffic, unspecified (23); and 5) homicide (17). This shows that of the total 144 deaths, 76 or 53 percent were motor vehicle related.

California's booster seat law, one of the toughest in the nation mandates the use of child restraint systems for children up to six years of age or 60 pounds. California also leads the nation in the recognition of the problems associated with children being in and around cars. The California born organization, KIDSNCARS, has been in the forefront of the fight to alert the nation about run over deaths as well as deaths due to children being left alone in vehicles. In California, the hot summer months are very dangerous for children if they are left alone in a vehicle. KIDSNCARS was successful in passing a new law in California, Kaitlin's Law, which provides for a \$100 fine given to a person responsible for leaving a child six years or younger unattended in a motor vehicle if the child is placed at a significant safety risk, or the vehicle's engine is left running or the vehicle's keys are left in the ignition.

Driver Behavior

Whether caused specifically by speeding, driving under the influence, or improper passing, driver behavior is an underlying cause in virtually all traffic mishaps. The breadth of this category is sufficient to encompass the specific needs of local law enforcement as well as more generalized traffic safety problems faced by statewide organizations. Some of the specific driver behavior issues include aggressive driving, DUI, inattentive and distracted driving (e.g., cell phones, audio tapes, etc.), drowsy driving and older adult safety.

In 2002, the OTS commissioned a telephone survey of 405 Californians aged 19 to 25. The study examined knowledge, attitudes, beliefs, and practices concerning driving after drinking. Some interesting highlights in light of driver behavior include 1) alcohol consumption was inversely related to the frequency of always using a seatbelt; 2) respondents who had too much to drink and thought they couldn't drive home safely typically drove themselves home; 3) over half of the respondents reported that it was very easy for persons under 21 to get alcohol; and 4) 47 percent of respondents reported that it would take three or more drinks for them to become an unsafe driver. This and other data from California was used in an Alcohol Forum that brought together a collection of traffic safety professionals from throughout the state. At the Forum, recommendations to address this age group were discussed

Another action that could be attributed to behavior is the disregard of the seat belt laws. While California received the highest grade in the nation for efforts to increase seat belt usage (the only A grade in the nation), our 91.1 percent usage rate equates to about \$3 million people not using their seat belts. This grim reality results in nearly half of all fatalities being unrestrained. During 2002, California commissioned research that preceded a major statewide seat belt public information campaign. The research included a statewide phone survey of 1,603 people and one-on-one interviews with 141 people asking questions about their use or nonuse of seat belts. The two major findings were consistent with National findings in that most people said "I'm only going a short distance" and/or "I forget." Two other factors discovered were that 1) seat belts are in some sense uncomfortable; and 2) non-compliers are more likely to buckle up if they are reminded to do so while they are in the car. Given the responses, a campaign was designed around the slogan "Seat Belts – Remember or Be Remembered." The slogan was focus tested in both English and Spanish and a major campaign was developed. The campaign included television, radio, print, billboards and pamphlets that were delivered by local law enforcement agencies.

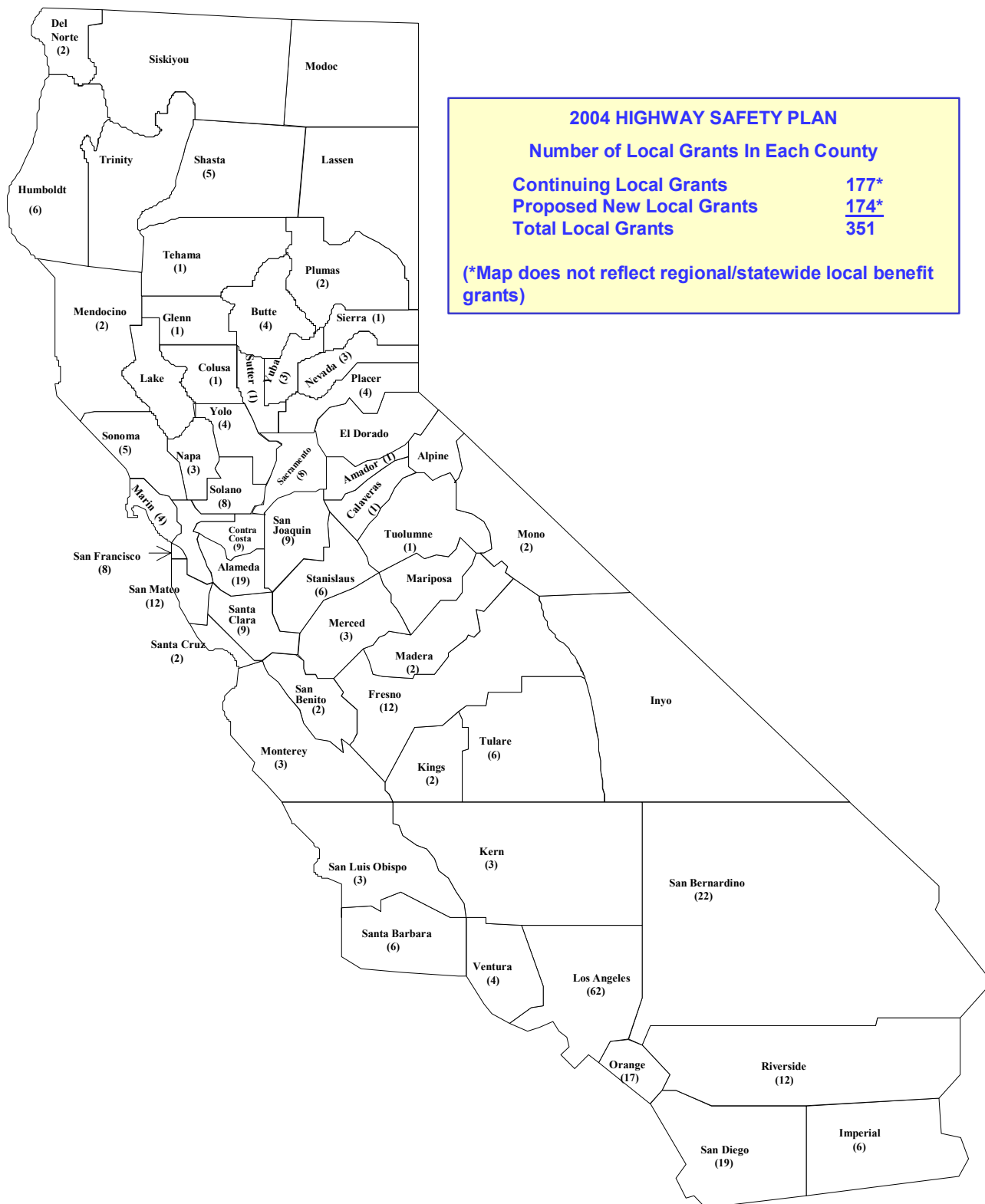
Traffic Congestion Relief

A recent report, released by the Texas Transportation Institute, found that congestion is costing Americans \$68 billion each year in wasted time and fuel. The report showed that by several measures, Los Angeles had the worst traffic with San Francisco one of the runners up. It is no stretch to assume that much of the congestion is caused by traffic crashes. California traffic congestion is growing at an average annual rate of ten percent, which translates into delay costs of approximately \$10,000,000 per day to the traveling public and the goods movement industry. Without effective action now, congestion will get even worse in the future. By the year 2010, California's population is expected to increase by six million people (from just over 34 million in 2000, to over 40 million people in 2010), with a corresponding increase in vehicle miles of travel of around 27 percent. Consumption of goods will grow by as much as 50 percent and production will expand at almost the same rate. The volume of goods moved is expected to increase by 46 percent.

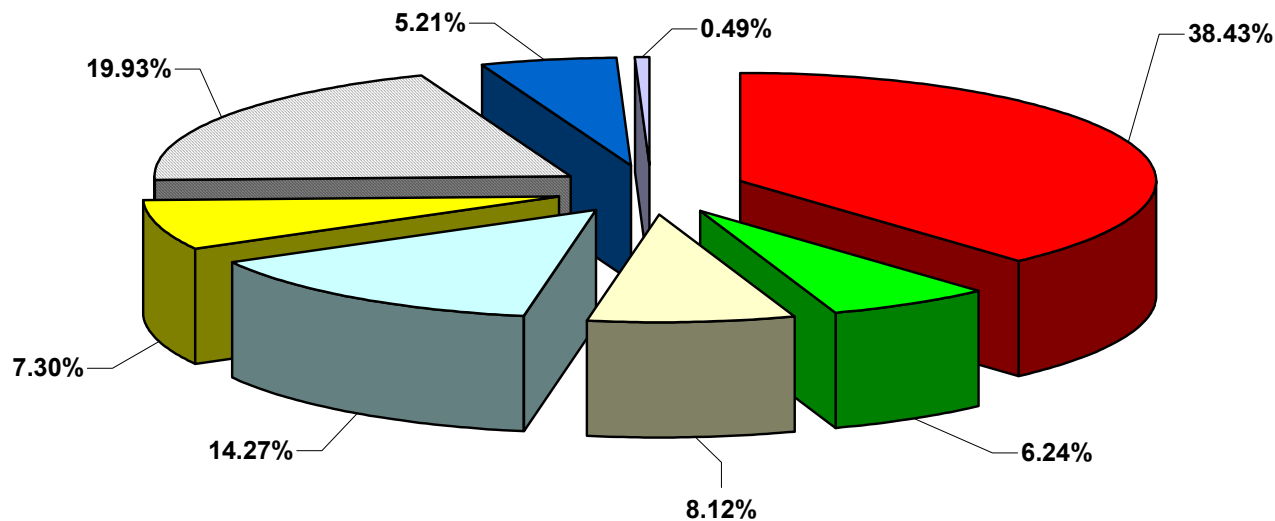
Solutions to traffic congestion cannot solely rely on roadway infrastructure expansion that is costly and difficult to provide in dense urban areas. Expansion and integration of transportation demands comprehensive future oriented planning by transportation professionals at both the state and local levels. In addition, new or expanded mass transportation methods and the use of intelligent transportation systems must be evaluated to achieve a balanced transportation system.

The 2004 HSP includes 321 mini grants, 413 grants; 212 grants continuing from prior year(s) and 201 new grants. The table shown below reflects proposed new grants and continuing grants by program area and their relationship to the three impact areas.

| GRANTS (FFY 2004) | | | | IMPACT AREAS | | |
|---------------------------------------|----------------|--------------|------------|--------------|-----------------|---------------------------|
| PROGRAM | PROPOSED (NEW) | CONTINUATION | TOTAL | CHILD SAFETY | DRIVER BEHAVIOR | TRAFFIC CONGESTION RELIEF |
| Alcohol & Other Drugs | 81 | 94 | 175 | | | √ |
| Alcohol & Other Drugs (Mini-Grants) | 134 | - | 134 | | | √ |
| Community Based Organizations Program | 11 | 20 | 31 | | √ | √ |
| Emergency Medical Services | 34 | 9 | 43 | | | √ |
| Occupant Protection | 9 | 15 | 24 | √ | √ | √ |
| Occupant Protection (Mini-Grants) | 185 | - | 185 | √ | √ | √ |
| Pedestrian & Bicycle Safety | 21 | 18 | 39 | √ | √ | √ |
| Police Traffic Services | 26 | 40 | 66 | √ | √ | √ |
| Roadway Safety | 17 | 11 | 28 | | | √ |
| Traffic Records | 2 | 5 | 7 | | | √ |
| TOTAL | 520 | 212 | 732 | | | |

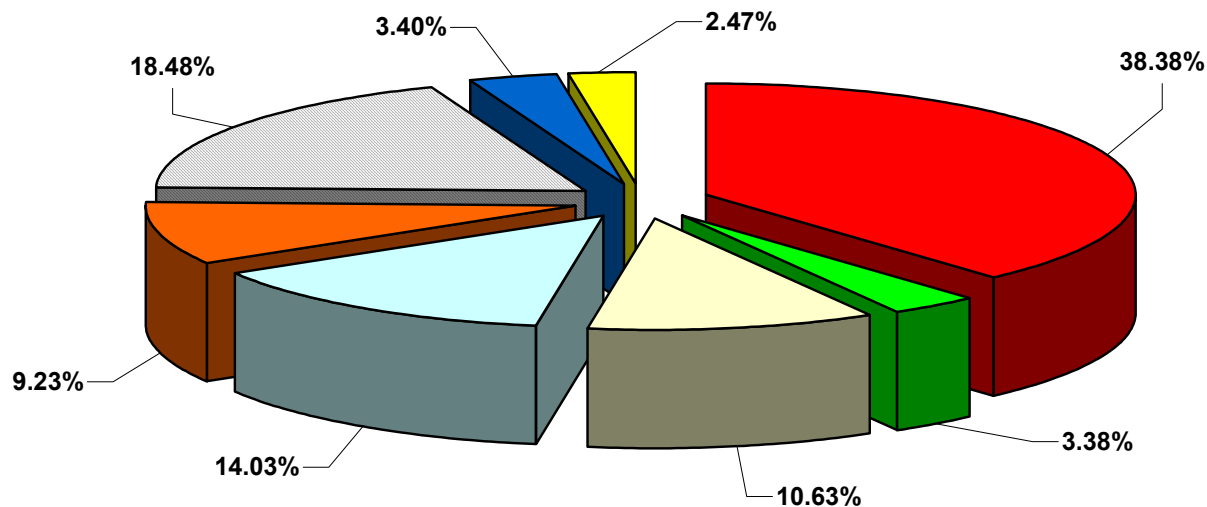


FIRST YEAR COSTS OF NEW FFY 2004 GRANTS BY PROGRAM AREA (\$25,487,004.00)



| | |
|-------------------------------|----------------|
| ALCOHOL & OTHER DRUGS | \$9,795,462.00 |
| EMERGENCY MEDICAL SERVICES | \$1,591,206.00 |
| COMMUNITY BASED ORGANIZATIONS | \$2,069,012.00 |
| OCCUPANT PROTECTION | \$3,637,618.00 |
| PEDESTRIAN & BICYCLE SAFETY | \$1,860,848.00 |
| POLICE TRAFFIC SERVICES | \$5,079,749.00 |
| ROADWAY SAFETY | \$1,327,354.00 |
| TRAFFIC RECORDS | \$125,755.00 |

**PLANNED FUND DISTRIBUTION
BY PROGRAM AREA
ALL ACTIVE GRANTS IN FFY 2004
(\$47,984,818.00)
(Section 164 Hazard Elimination Funds Not Included)**



| | | |
|---|-------------------------------|-----------------|
| ■ | ALCOHOL & OTHER DRUGS | \$18,416,029.00 |
| ■ | EMERGENCY MEDICAL SERVICES | \$1,622,228.00 |
| ■ | COMMUNITY BASED ORGANIZATIONS | \$5,099,534.00 |
| ■ | OCCUPANT PROTECTION | \$6,733,978.00 |
| ■ | PEDESTRIAN & BICYCLE SAFETY | \$4,429,351.00 |
| ■ | POLICE TRAFFIC SERVICES | \$8,865,293.00 |
| ■ | ROADWAY SAFETY | \$1,633,117.00 |
| ■ | TRAFFIC RECORDS | \$1,185,288.00 |

GOALS

PROCESS FOR DEVELOPING GOALS

The goals identified in this report were determined in concert with the problem identification process. The goals were established for the various program priority areas (e.g., Alcohol and Other Drugs, Police Traffic Services, Occupant Protection, etc.); the specific thresholds and target dates were set based on past trends and our experience in California.

HSP goals are accompanied by appropriate performance measures and a description of the data sources used. Performance measures include one or more of the following:

- Absolute numbers (e.g., the number of alcohol-involved collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- Rates (e.g., the number of alcohol-involved collisions per 1,000 population).

Collisions include fatal and injury collisions only. Graphs and charts are used to present historical trends and goals. Data for a three to ten-year period was utilized in setting goals. This was supplemented by the judgment of OTS staff and management.

OVERALL PROGRAM GOAL

To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008. The state is currently at an MDR level of 1.27, while the national MDR is 1.51.

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

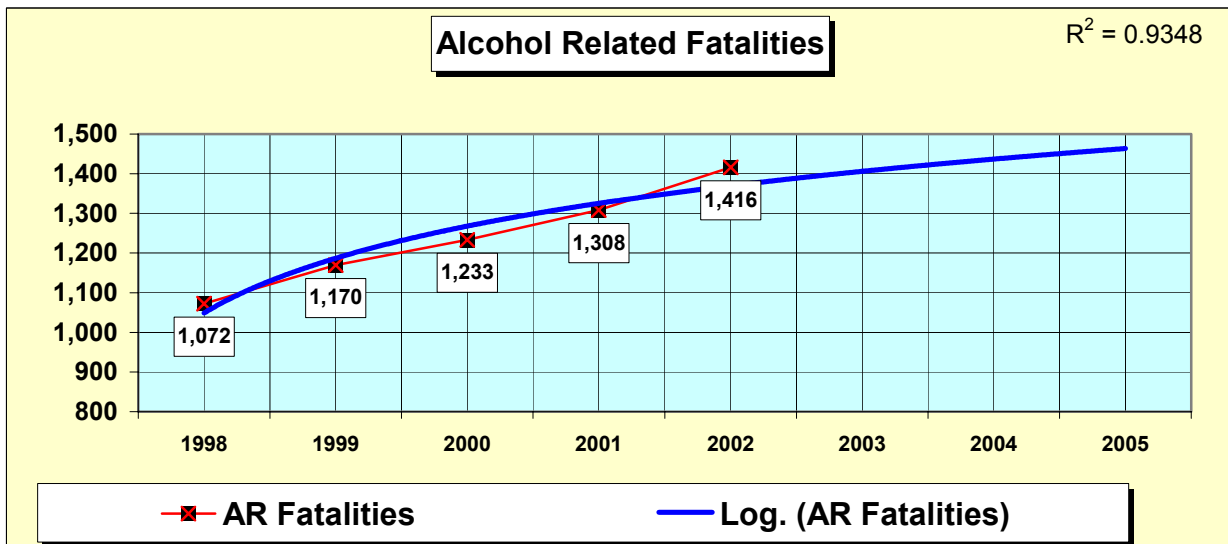
| MILEAGE DEATH RATES | | | | | | |
|---------------------|------|------|------|------|------|------|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 |
| CALIFORNIA | 1.29 | 1.19 | 1.19 | 1.22 | 1.26 | 1.27 |
| NATIONAL | 1.6 | 1.6 | 1.6 | 1.5 | 1.5 | 1.5 |

PERFORMANCE GOALS

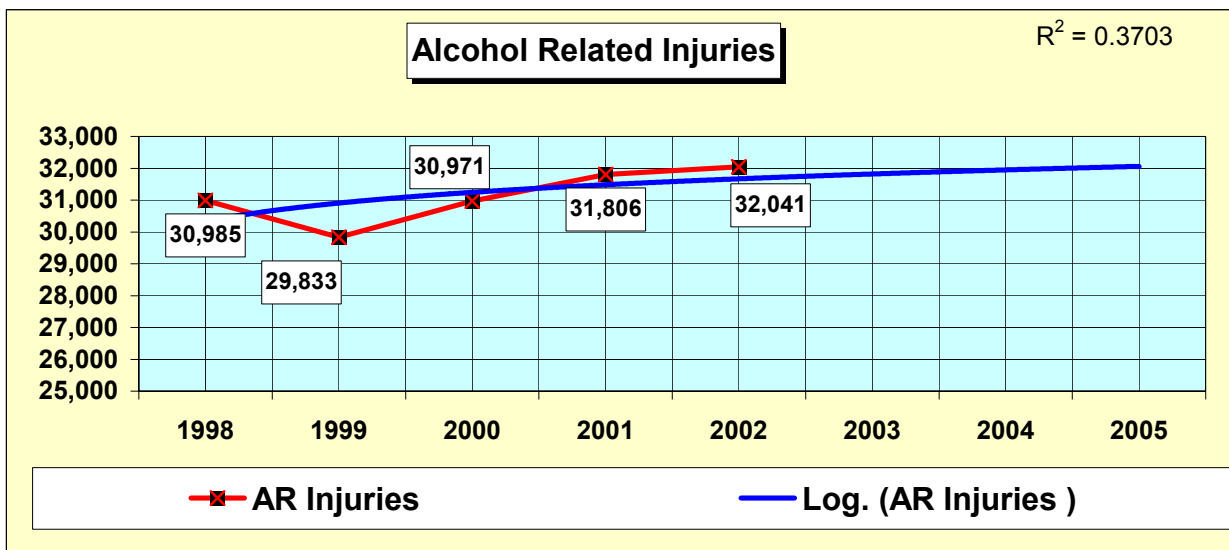
ALCOHOL AND OTHER DRUGS

STATEWIDE GOALS

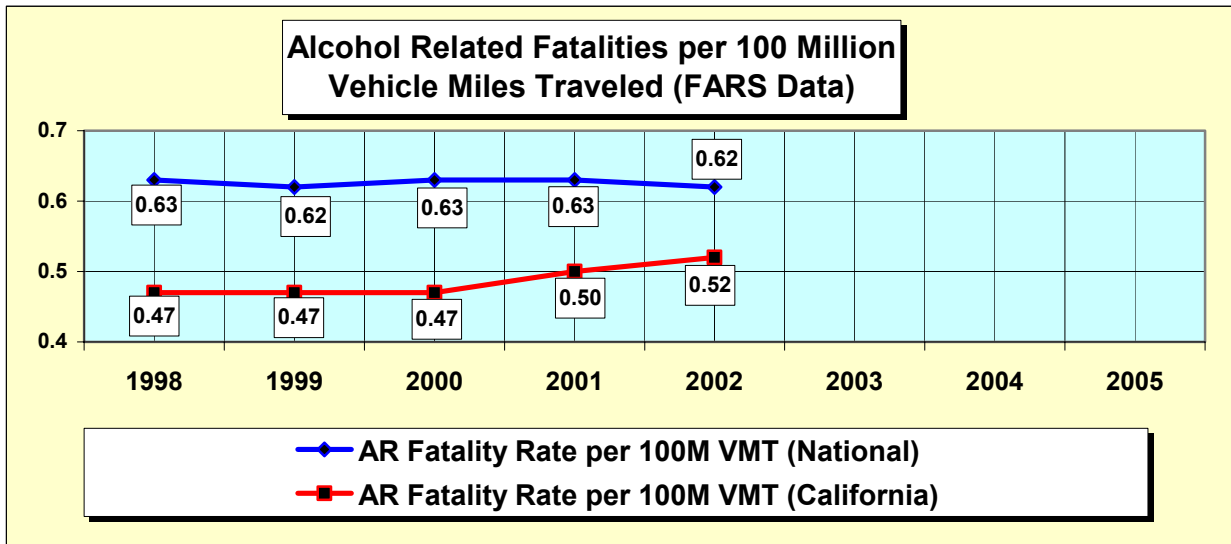
- To decrease the number of persons killed in alcohol-involved collisions 3 percent from the calendar year 2002 total of 1,416 to 1,374 by December 31, 2005.



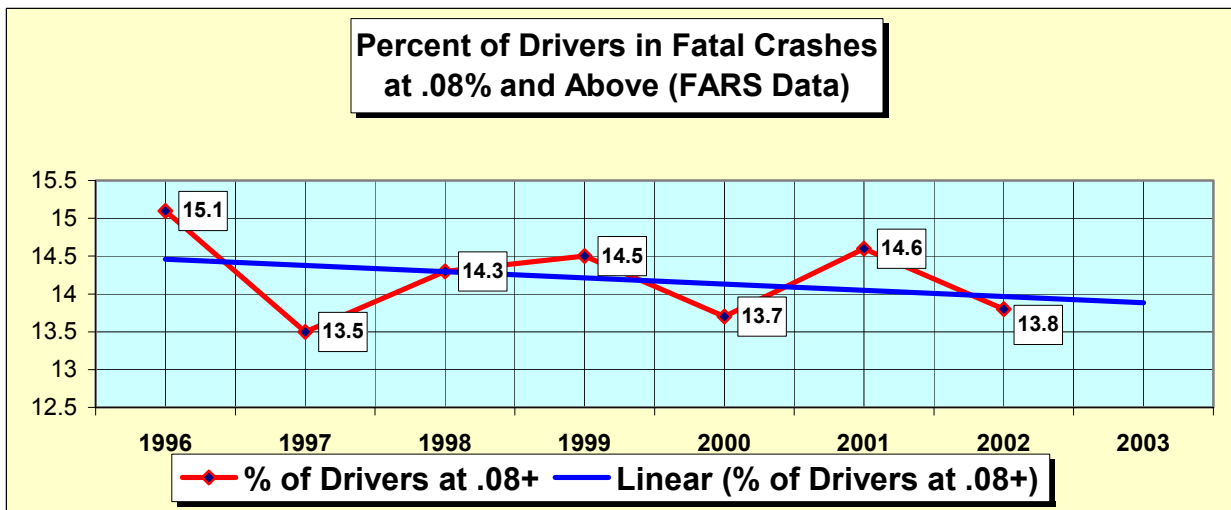
- To decrease the number of persons injured in alcohol-involved collisions 2 percent from the calendar year 2002 total of 32,041 to 31,401 by December 31, 2005.



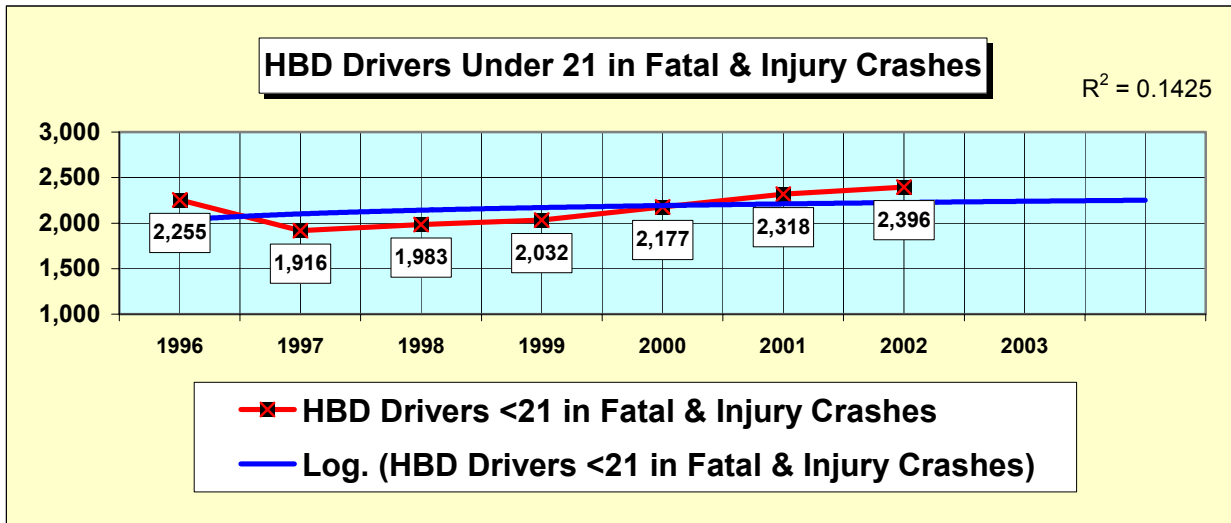
- To reduce alcohol related fatalities per 100 million vehicle miles traveled by .02 from the calendar year 2002 rate of 0.50 to 0.48 by December 31, 2005.



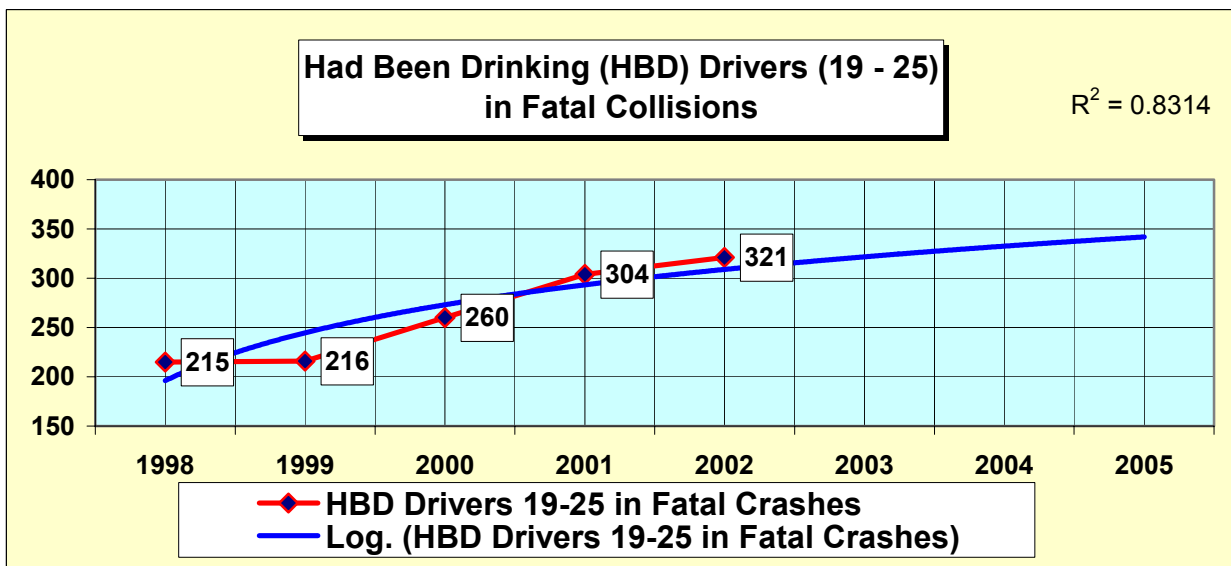
- To reduce the percentage of drivers in fatal crashes with a BAC of .08 or above by 0.8 percentage points from the calendar year 2002 rate of 13.8 percent to 13.0 percent, by December 31, 2005.



- To reduce Had Been Drinking (HBD) underage drivers (under age 21) in fatal and injury collisions by 2 percent from the calendar year 2002 total of 2,396 to 2,349 by December 31, 2005.



- To reduce Had Been Drinking (HBD) drivers age 19-25 in fatal collisions by 7 percent from the calendar year 2002 total of 321 to 299 by December 31, 2005.
- To reduce the number of persons injured in alcohol involved collisions six percent by September 30, 2004.



FUNDED PROJECTS GOALS

- To reduce the number of persons killed in alcohol-involved fatal and injury collisions five percent by September 30, 2004.

- To reduce hit-and-run fatal collisions five percent by September 30, 2004.
- To reduce hit-and-run injury collisions five percent by September 30, 2004.

- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2004.
- To reduce nighttime (2100 – 0259 hours) injury collisions five percent by September 30, 2004.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2004.

IMPACT PROGRAMS/STRATEGIES

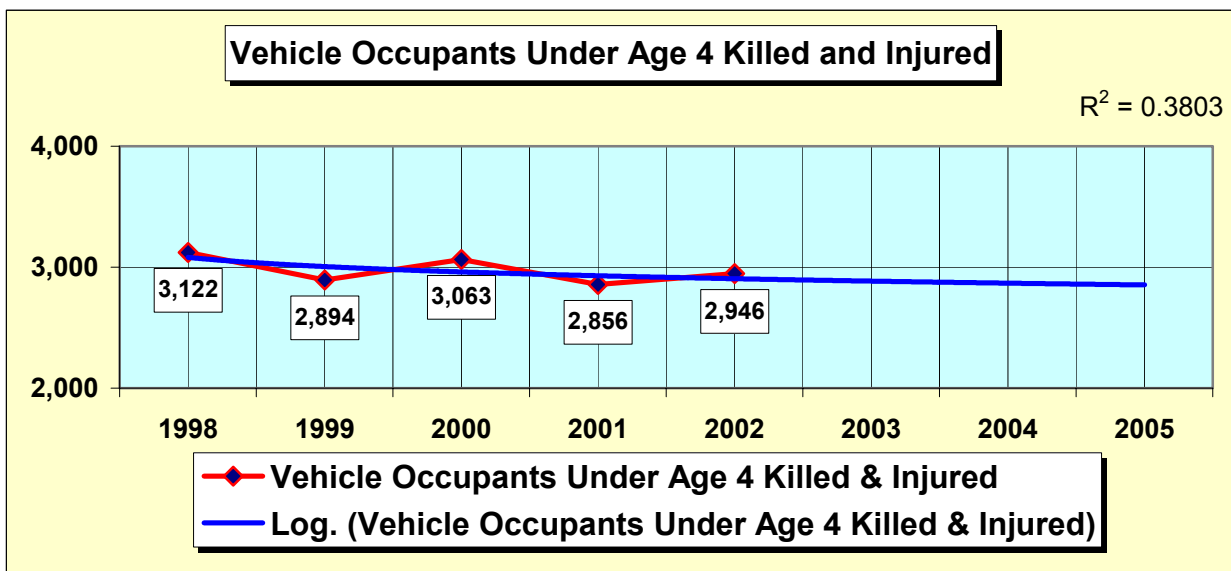
- Provide funds for the distribution of Portable Evidentiary Breath Testing (PEBT) devices to local law enforcement agencies.
- Provide funds for statewide Drug Recognition Evaluator (DRE) training.
- Provide funds for statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training.
- Provide funds for a theatrical producer to work with high school drama students to produce “You Lose” theatrical productions for those students’ peers and parents to educate them about the potential tragic consequences of illegally consuming alcohol and driving under the influence.
- To conduct DUI enforcement and education efforts in college campus communities.
- Continue a “Statewide DUI Prosecutor Training and Education Project” to provide district attorneys with ready access to the latest training, sample pleadings, motions and briefs for DUI prosecution.
- Provide funds for preliminary alcohol screening (PAS) devices, DUI trailers, and other DUI enforcement equipment.
- Conduct a statewide \$3.0 million sobriety checkpoint program for local law enforcement agencies.
- Continue the “Every 15 Minutes” mini grant program for high school students.
- Continue to support Ignition Interlock device requirements.
- Continue statewide DUI public information and education campaigns through news releases and public service announcements.
- Conduct frequent highly visible sobriety checkpoints.
- Conduct DUI saturation patrols.
- Sponsor juvenile alcohol-free/school community events such as Sober Graduation.
- Conduct “Visitation Programs” for youthful DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.

- Conduct real DUI trials at high schools providing a clear lesson in justice and the serious consequences associated with drinking and driving by actually witnessing a criminal court proceeding.
- Provide funds to the Department of Alcoholic Beverage Control to fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities and operations.
- Implement DUI education and enforcement programs that are specifically designed to reach individuals aged 19 through 25. Programs include the Sober Driver Initiative, and enforcing underage drinking laws.
- To implement a social marketing and community mobilization DUI campaign for the Asian American population.
- Conduct “Reality Check” programs designed to show the potential consequences of drinking and driving and of not wearing a seat belt.
- Expand handheld DUI report writing and records management equipment technology.
- Expand to statewide multi-agency “AVOID” DUI enforcement, PI&E, and officer recognition programs that focus on winter, July 4th, and Labor Day holiday periods.

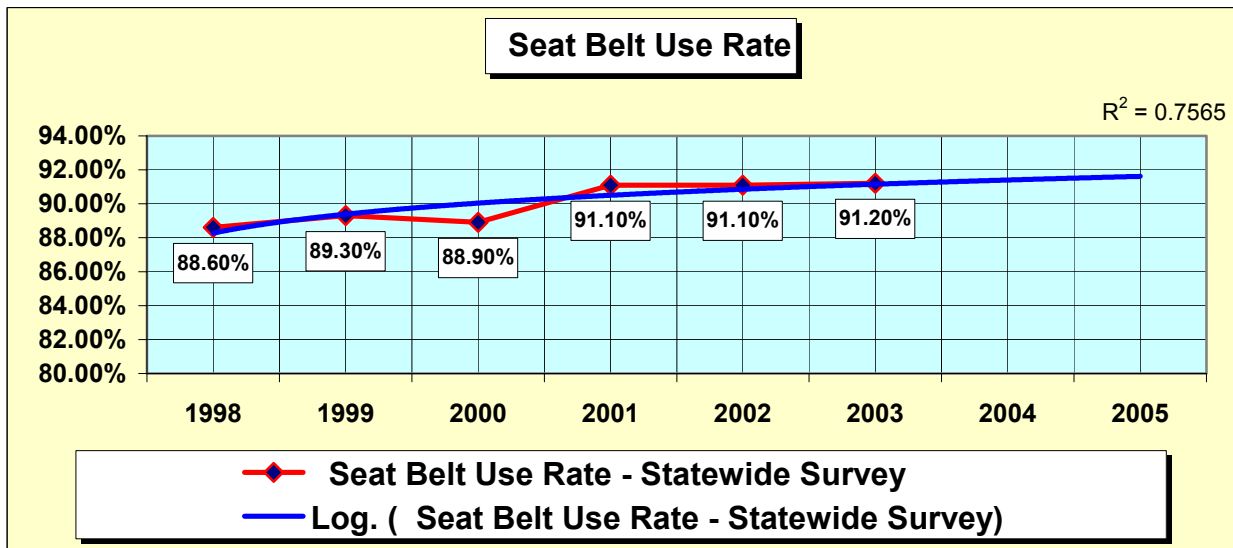
OCCUPANT PROTECTION

STATEWIDE GOALS

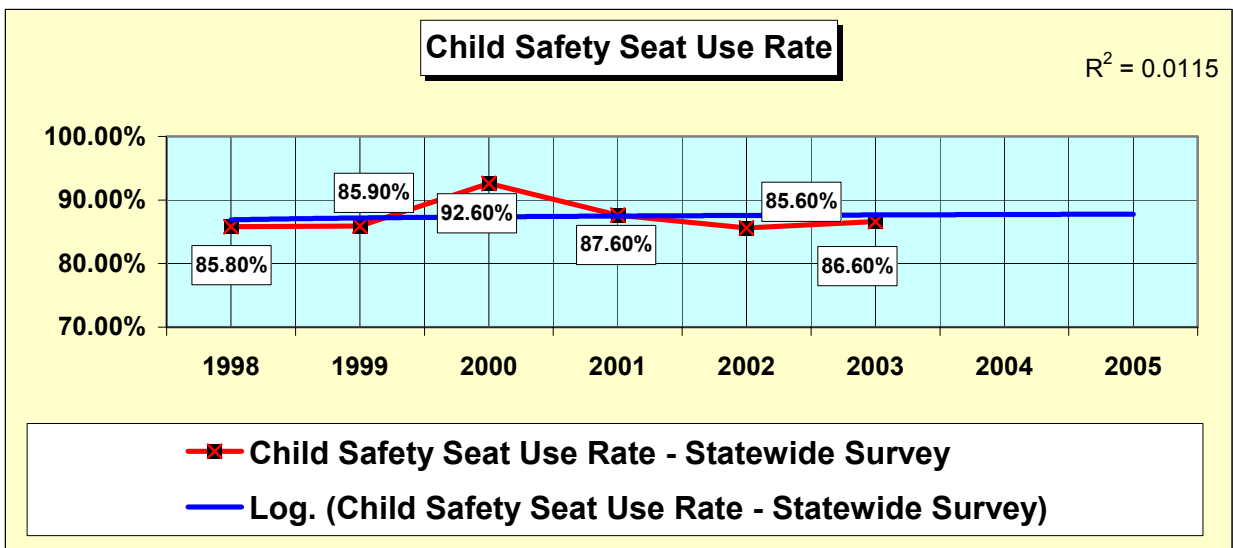
- To reduce the number of vehicle occupants killed and injured under the age of four, 2 percent from the calendar year 2002 total of 2,946 to 2,888 by December 31, 2005.



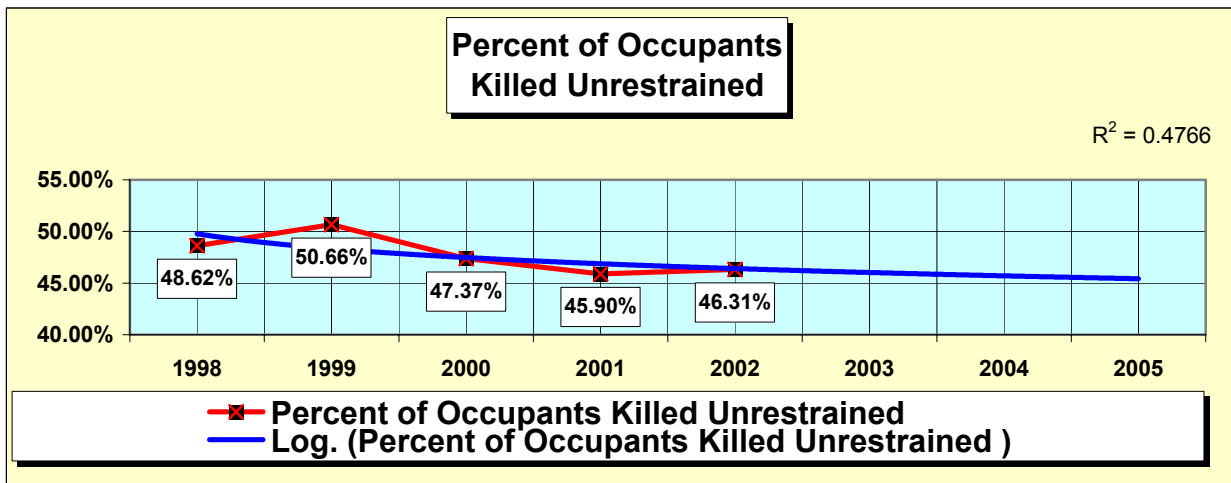
- To increase statewide seat belt compliance 1.3 percentage points from the 2003 compliance rate of 91.1 percent to 92.5 percent by December 31, 2005.



- To increase statewide child safety seat compliance 2.0 percentage points from the 2003 compliance rate of 86.6 percent to 88.6 percent by December 31, 2005.



- To reduce the number of unrestrained vehicle occupant fatalities as a percent of all vehicle occupant fatalities 2.31 percentage points from the calendar year 2002 rate of 46.31 percent to 44.0 percent by December 31, 2005.



FUNDED PROJECTS GOALS

- To reduce the number of vehicle occupants killed and injured under the age of four ten percent by September 30, 2004.
- To increase seat belt compliance five percentage points by September 30, 2004.
- To increase child safety seat usage six percentage points by September 30, 2004.
- To decrease the child safety seat "misuse" rate five percentage points by September 30, 2004.

IMPACT PROGRAMS/STRATEGIES

- Conduct research on non-use of seat belts to determine the non-compliant demographic, psycho-graphic, and geo-demographic targets
- Conduct a statewide observational seat belt use and attitudinal survey to identify beliefs, habits, and attitudinal disposition of non-users, regarding: perceived danger; laws and penalties; enforcement attitudes; past campaign knowledge; motivating factors for compliance; and habits.
- Fund up to 100 local projects to conduct enforcement programs addressing the motorists who fail to buckle their safety belts.
- Provide child passenger safety education to American Indian communities.
- Duplicate and distribute NHTSA child passenger safety training materials.

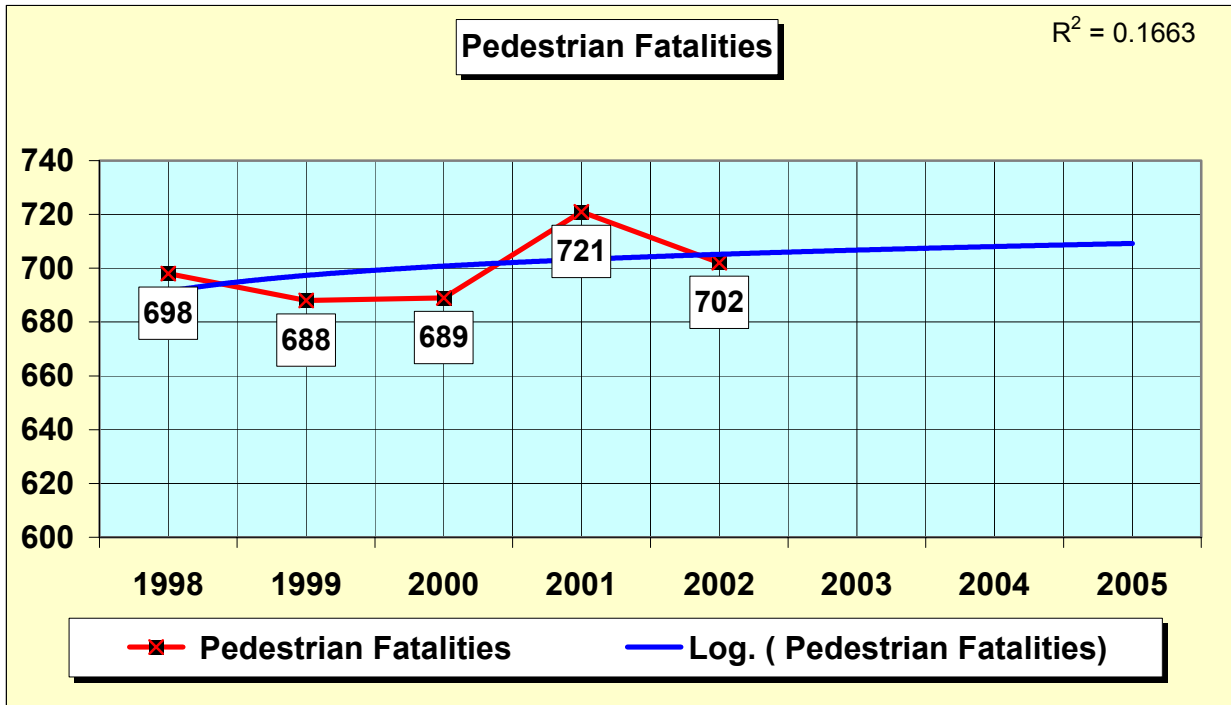
- Fund a “Give Life a Boost Project” that will institute a comprehensive public awareness/education campaign to inform parents of the new booster seat law taking full effect next year; conduct child safety seat technician training; and child safety seat checkups.
- Fund the “Improving Child Passenger Safety California's Public Hospitals and Health Systems” program that will subcontract with seven county hospitals and health systems' efforts to educate and assist low-income, culturally diverse, families, including foster families and child protective service workers, regarding child passenger safety.
- Engage health care institutions in the child passenger safety process by identifying “best practice” strategies and incorporating child passenger safety into routine provider practice.
- Implement and enhance the Child Passenger Safety Technician Training System and infrastructure.
- Continue an intensive and measurable grassroots effort to improve the usage of car booster seats in California by instituting the California version of the National SAFEKIDS Give Kids a Boost! Campaign.
- Continue the statewide child safety seat "spotter program" to report vehicles carrying unrestrained children.
- Continue the NHTSA's standardized Child Passenger Safety Technician and Instructor Training Programs.
- Continue the “Spread the Word” pledge drive, where youth pass on traffic safety data to family and friends and collect safety pledges promoting “Buckle Up.”
- Continue the “We All Buckle Up” pledge campaign among local middle school and high school students.
- Provide ongoing occupant protection program and epidemiological technical assistance.
- Continue the coordination of the California Child Passenger Safety Materials Review Committee periodic review of child passenger safety educational materials via the Internet and teleconferences.
- Continue to provide a child passenger safety liaison to the Kids Plates planning process to ensure child passenger safety maintains a prominent position in deliberations and to assist determining how to utilize Kids Plates monies to support the development of child passenger safety programs.
- Increase awareness of the new child booster seat law, SB 567, among parents whose children receive health care services at specific public health systems.
- Continue specific public health care system task force to assess current child passenger safety policies and procedures, make program improvements, arrange for staff training, address program barriers, and review educational materials.
- To promote “High School Seat Belt Challenge” programs at local area high schools.

- Continue to standardize all educational materials, forms, and written policies through health care facilities to ensure consistency and up-to-date information.
- Continue self-funded child safety seat court diversion programs.
- Distribute child safety seats.
- Properly fit children into child safety seats and booster seats.
- Continue "special needs" child safety seat education and distribution program.
- Work with the media to report occupant restraint usage as a part of every collision.
- Conduct highly publicized child safety seat check-ups.
- Conduct aggressive public information and education campaigns.
- Continue to train hospital staff on the proper use of child safety seats.
- Continue to monitor the judicial disposition of occupant restraint citations.
- Increase local law enforcement or occupant restraint violations.
- Encourage local law enforcement agencies to receive Child Safety Seat NHTSA certifications.
- Continue the child passenger safety education course for NHTSA certified instructors.
- Continue educating non English-speaking families on the importance and proper use of child restraints.
- Continue collaboration with the Greater Sacramento SAFEKIDS Coalition and community-based organizations.
- Continue to promote child safety seat "Fitting Stations" throughout the State.
- Continue to implement a child passenger safety program that will distribute child passenger safety curriculum to childcare providers and County Health and Human Services Staff.
- Train local public health and health care providers on proper use, installation, and instruction of conventional child safety seats and special needs seats.
- Conduct child safety seat usage surveys.
- Develop three five-minute educational videos focusing on the importance of booster seat use.
- Conduct seat belt enforcement and public education campaigns during the Seat Belt Mobilization campaigns in November 2002 and May 2003.

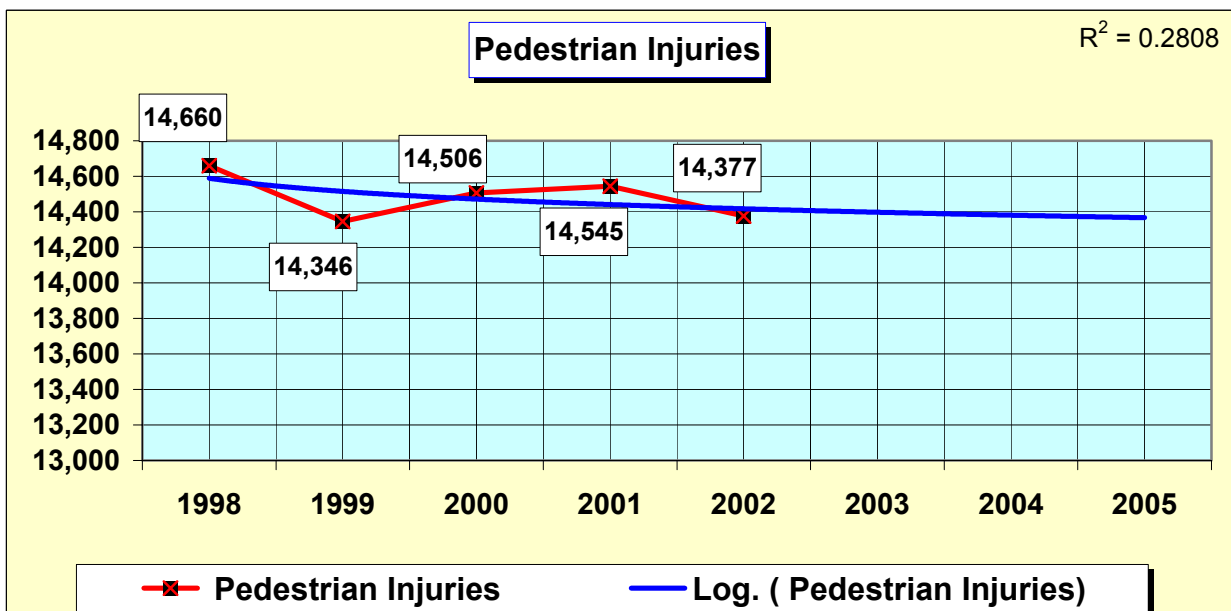
PEDESTRIAN SAFETY

STATEWIDE GOALS

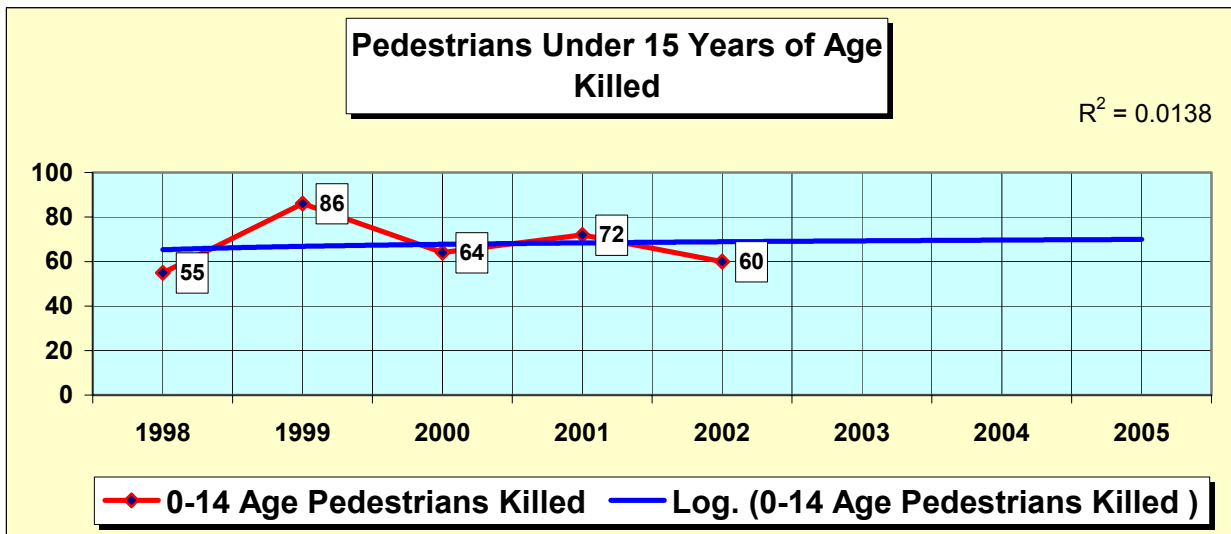
- To reduce the total number of pedestrians killed 5 percent from the calendar year 2002 total of 702 to 667 by December 31, 2005.



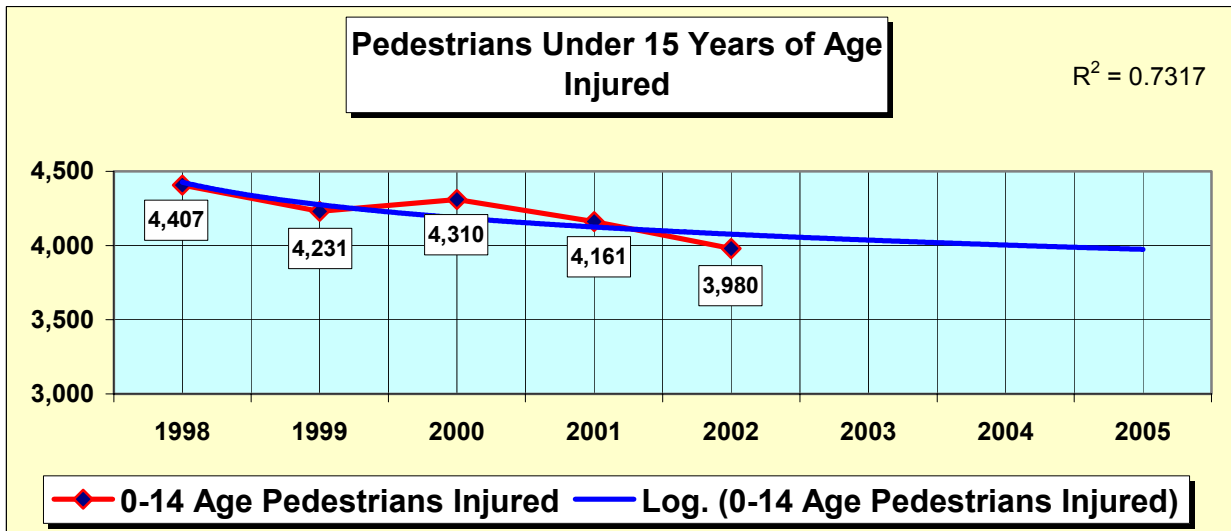
- To reduce the total number of pedestrians injured 3 percent from the calendar year 2002 total of 14,377 to 13,946 by December 31, 2005.



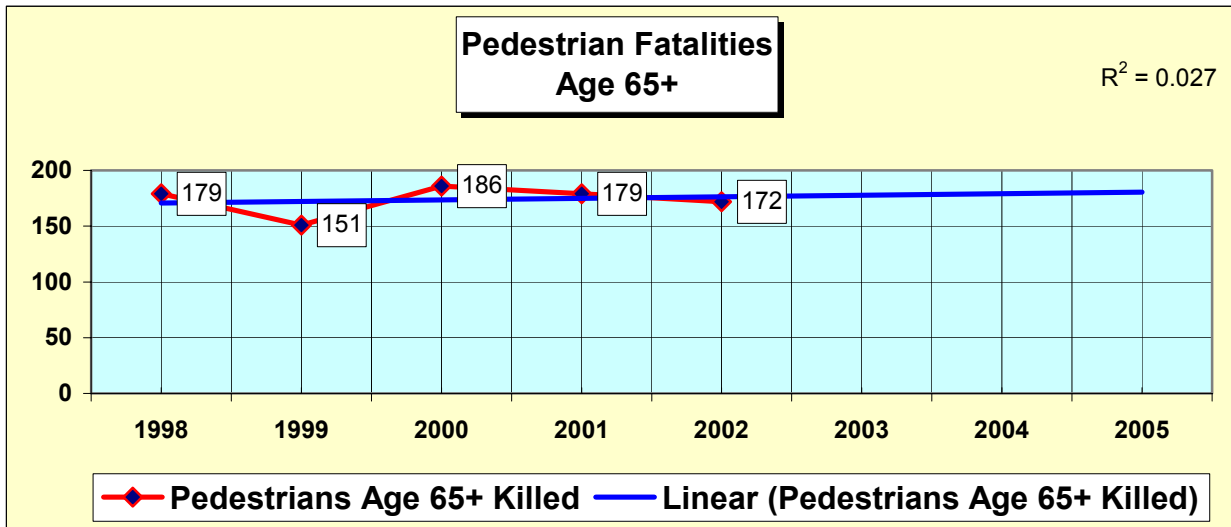
- To reduce the number of pedestrians killed under age 15 by 8 percent from the calendar year 2002 total of 60 to 56 by December 31, 2005.



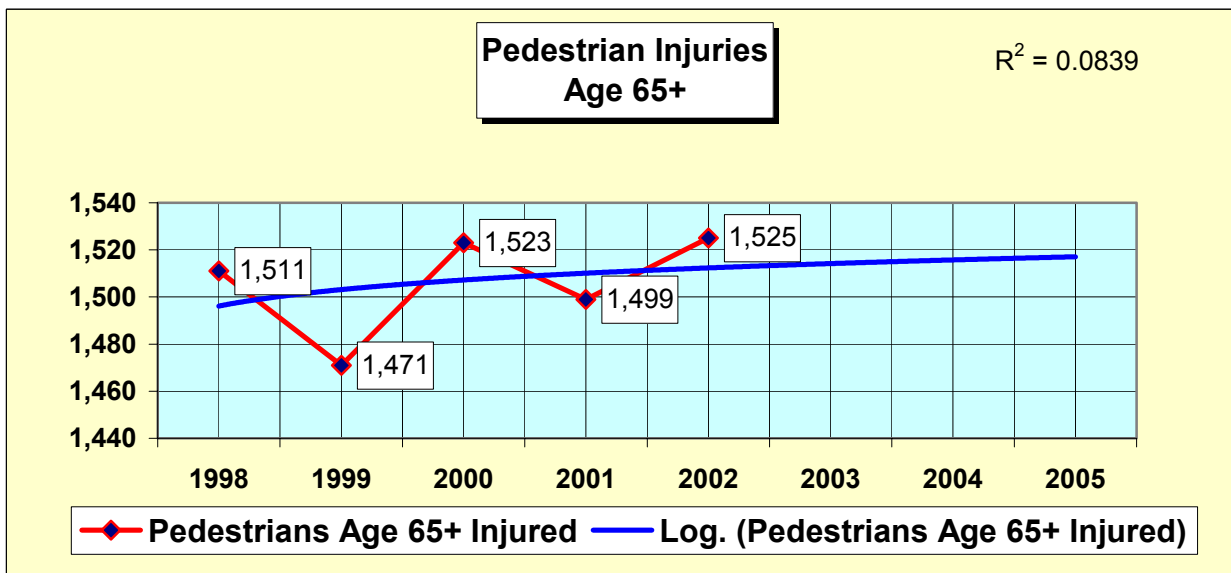
- To reduce the number of pedestrians injured under age 15 by 10 percent from the calendar year 2002 total of 3,980 to 3,582 by December 31, 2005.



- To reduce the number of pedestrians killed, age 65 and older by 5 percent from the calendar year 2002 total of 172 to 164 by December 31, 2005.



- To reduce the number of pedestrians injured, age 65 and older by 3 percent from the calendar year 2002 total of 1,525 to 1,480 by December 31, 2005.



FUNDED PROJECTS GOALS

- To reduce the total number of pedestrians killed and injured ten percent by September 30, 2004.
- To reduce the number of pedestrians killed and injured under the age of 15 by 11 percent by September 30, 2004.
- To reduce the number of pedestrians killed and injured over the age of 65 by eight percent by September 30, 2004.

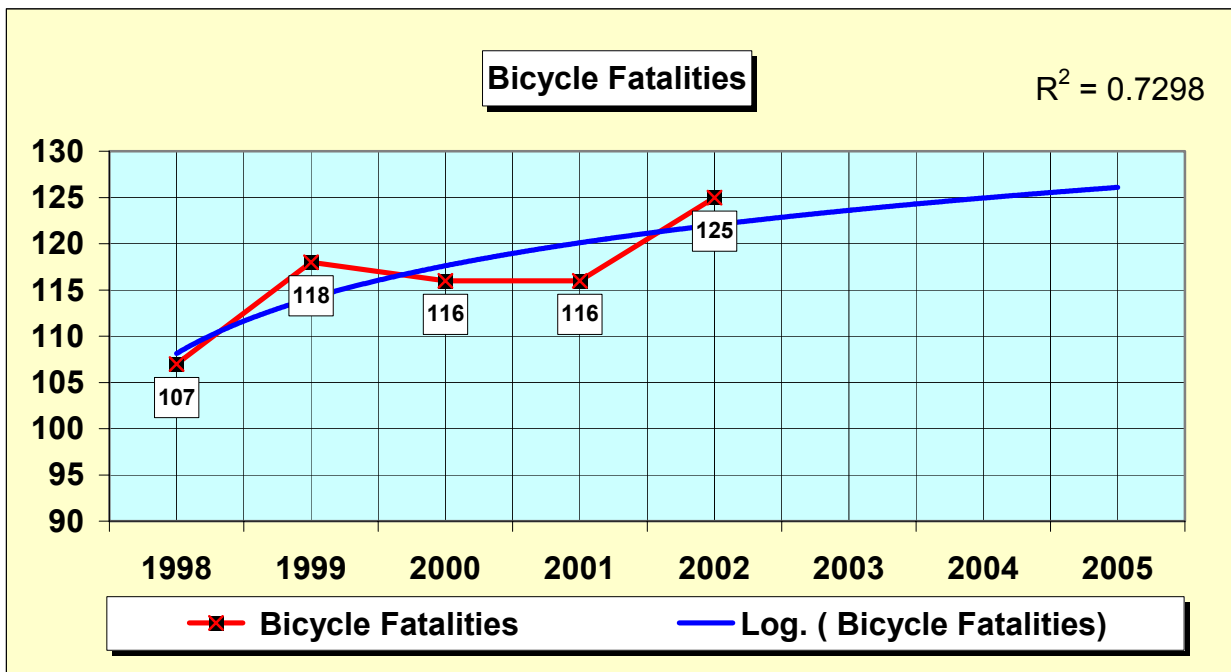
IMPACT PROGRAMS/STRATEGIES

- Advocate for the establishment of Senior Citizen Traffic Safety Education programs at senior and community centers.
- Increase the awareness of traffic safety for the promotion of safe behavior as drivers and pedestrians.
- Carry out speed enforcement operations to promote a safer school zones.
- Perform pedestrian safety programs at elementary, middle and high schools to create positive attitudes towards pedestrian safety and reinforce traffic safety responsibility.
- Continue intensive multicultural public education campaigns addressing safer driving and walking behaviors conducive to pedestrian safety for high-risk populations and targeted locations.
- Support the acquisition of lighted crosswalk devices to be installed by the agency at non-signalized intersections and mid block crossings.

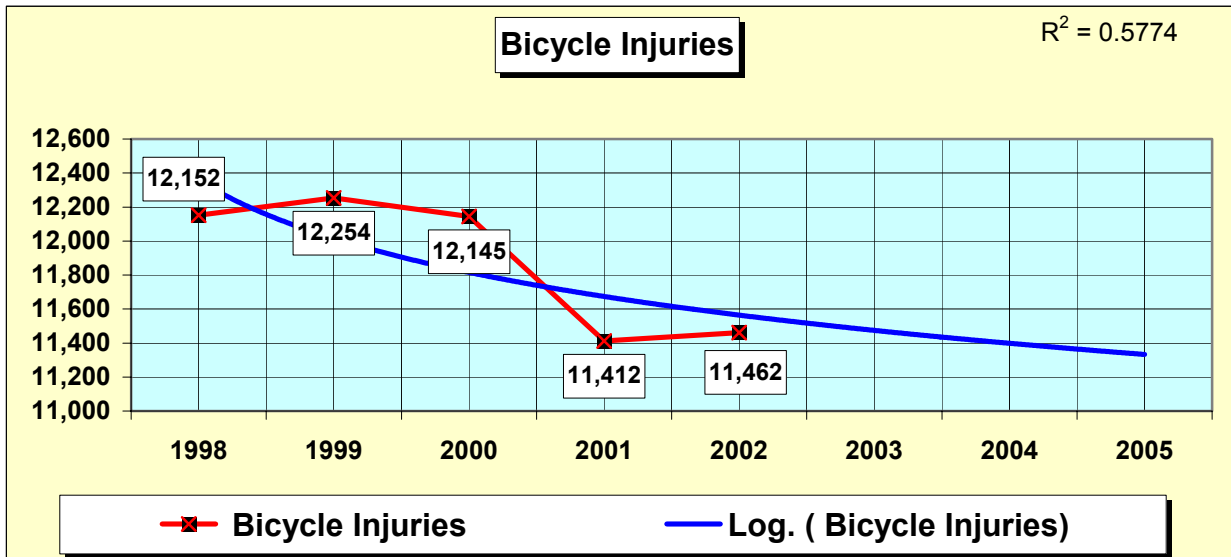
BICYCLE SAFETY

STATEWIDE GOALS

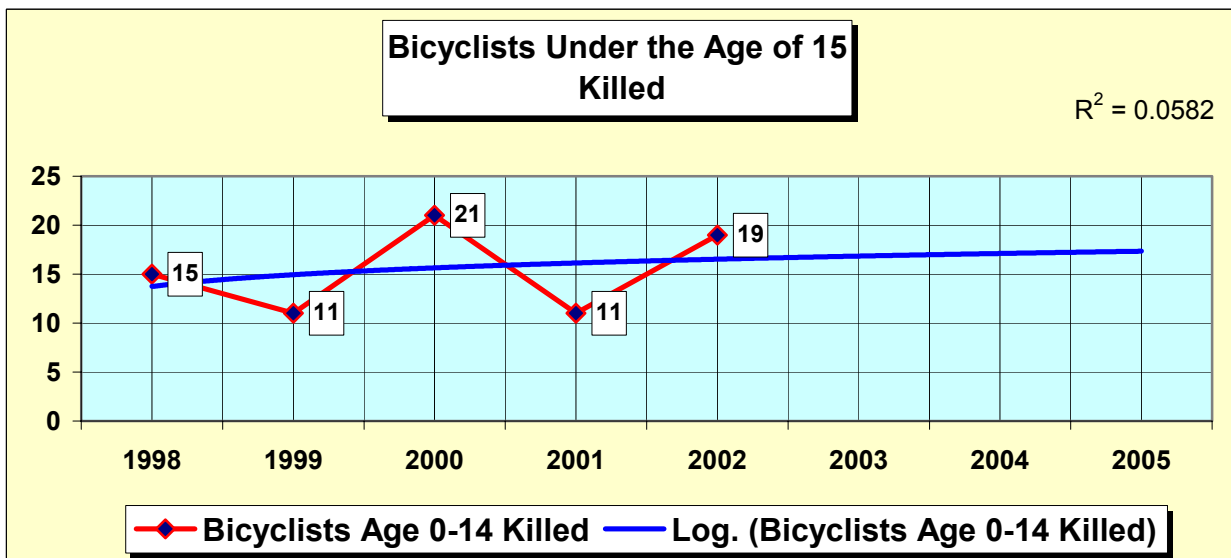
- To reduce the total number of bicyclists killed 7 percent from the calendar year 2002 total of 125 to 117 by December 31, 2005.



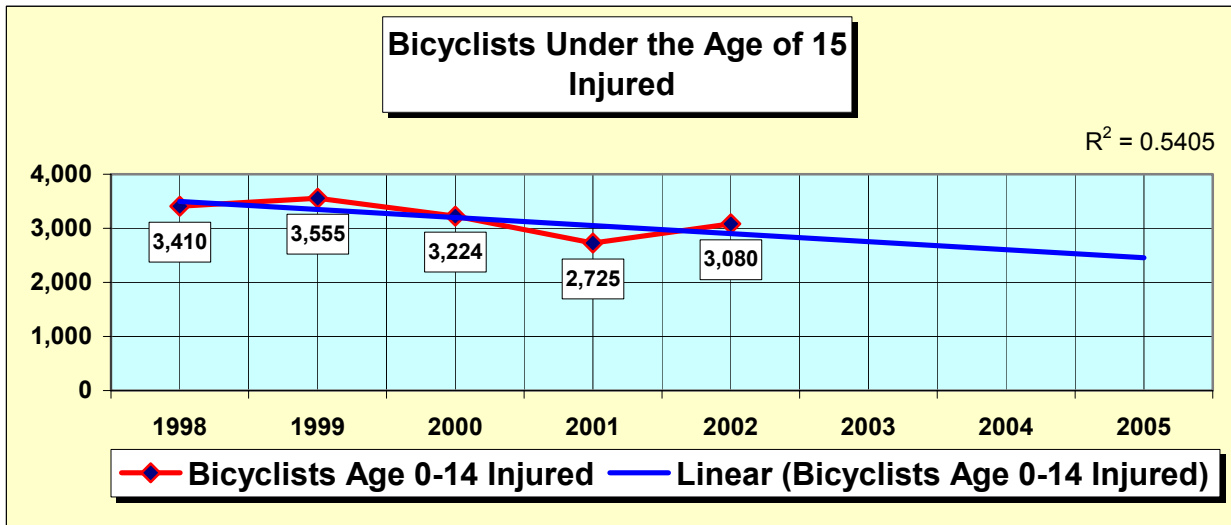
- To reduce the total number of bicyclists injured 3 percent from the calendar year 2002 total of 11,462 to 11,119 by December 31, 2005.



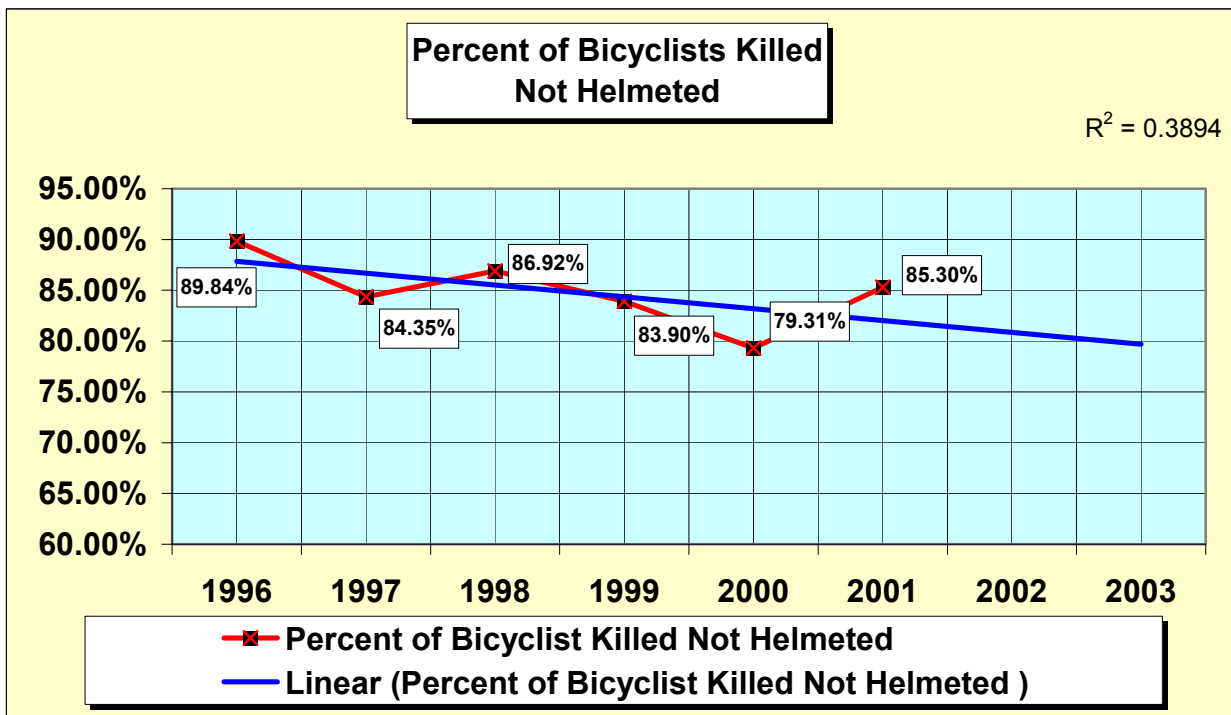
- To reduce the number of bicyclists killed under age 15 by 10 percent from the calendar year 2002 total of 19 to 17 by December 31, 2005.



- To reduce the number of bicyclists injured under age 15 by 5 percent from the calendar year 2002 total of 3,080 to 2,926 by December 31, 2005



- To reduce the number of non-helmeted bicyclists killed as a percent of all bicyclists killed 3.3 percentage points from the calendar year 2001 rate of 85.3 percent to 82 percent by December 31, 2005. (2002 SWITRS data not available)



FUNDED PROJECTS GOALS

- To reduce the total number of bicyclists killed in traffic collisions ten percent by September 30, 2004.
- To reduce the total number of bicyclist injured in traffic related collisions ten percent by September 30, 2004.
- To reduce the number of bicyclists killed under the age of 15 by seven percent by September 30, 2004.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2004.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2004.

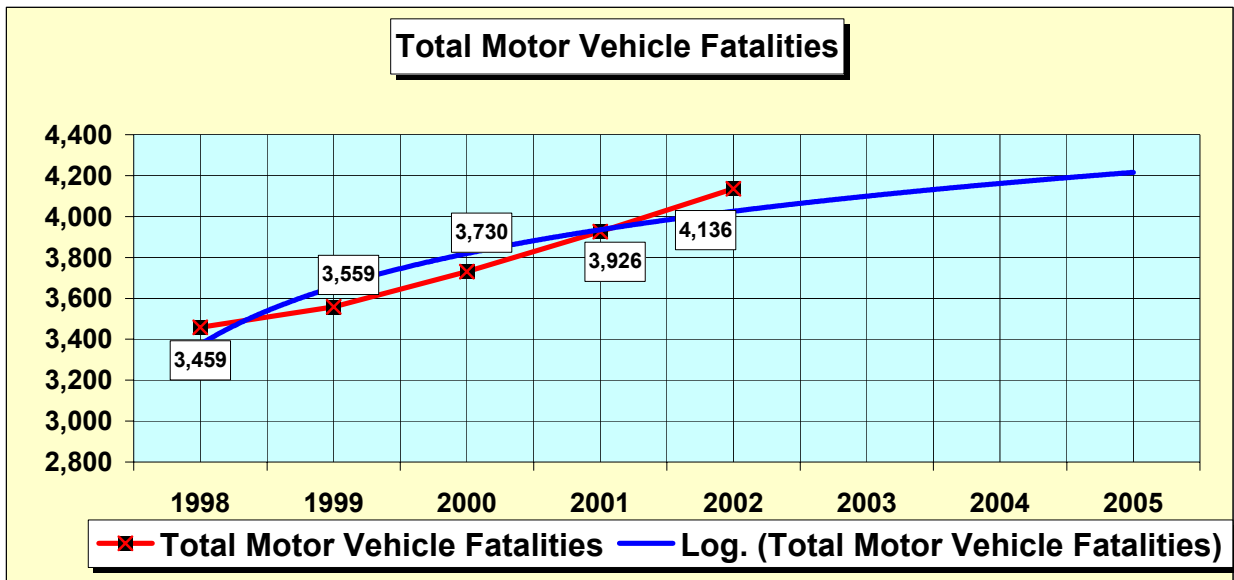
IMPACT PROGRAMS/STRATEGIES

- Conduct traffic safety rodeos and presentations targeting elementary, middle and high schools, and community groups.
- Implement court diversion courses for violators of bicycle laws.
- Promote safety helmet distribution and incentive programs.
- Continue to support the "Golden Helmet" award presentations to children who were saved by the helmet when involved in a collision.
- Encourage demonstrations of how to properly fit helmets for children, parents and caretakers.
- Conduct aggressive public information and education campaigns for diverse markets.

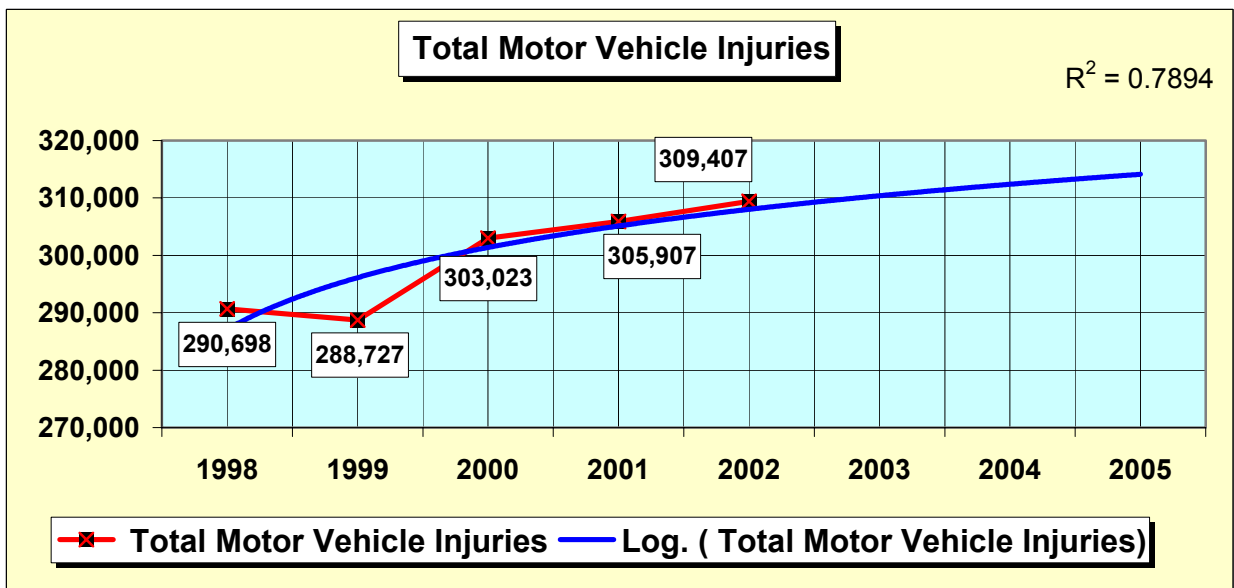
POLICE TRAFFIC SERVICES

STATEWIDE GOALS

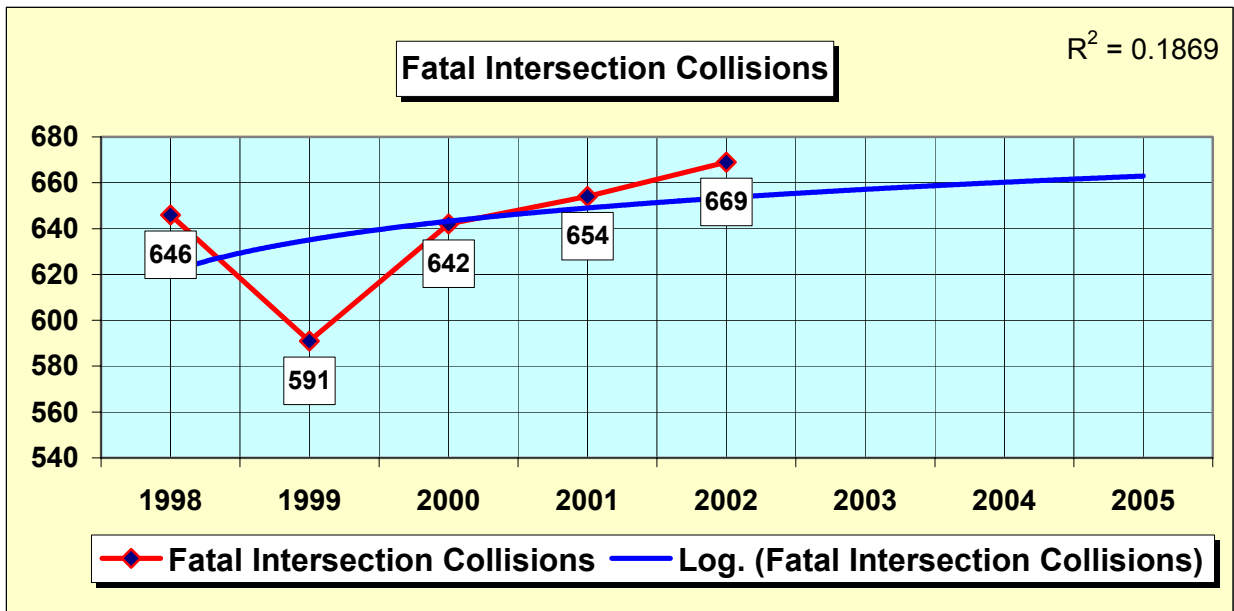
- To decrease the total number of persons killed in traffic collisions 4 percent from the calendar year 2002 total of 4,136 to 3,971 by December 31, 2005.



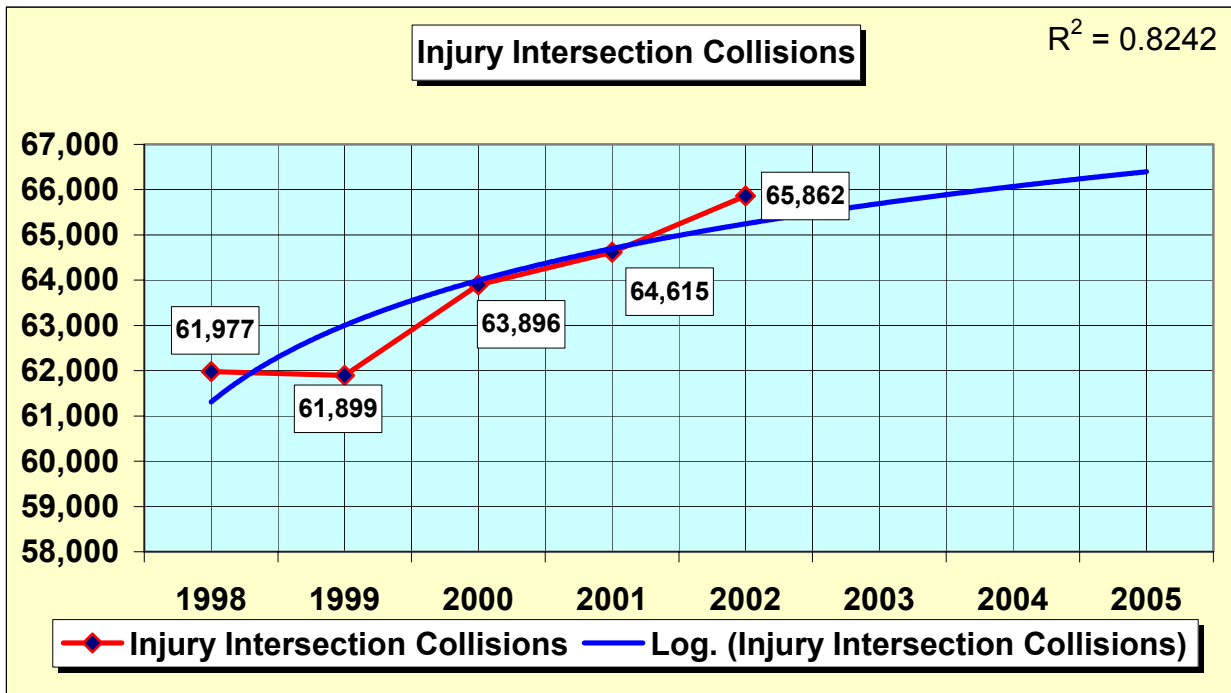
- To decrease the total number of persons injured in traffic collisions 2 percent from the calendar year 2002 total of 309,407 to 303,219 by December 31, 2005.



- To decrease the number of fatal intersection collisions 3 percent from the calendar year 2002 total of 669 to 649 by December 31, 2005.



- To decrease the number of injury intersection collisions 2.0 percent from the calendar year 2002 total of 65,862 to 64,545 by December 31, 2005.



FUNDED PROJECTS GOALS

- To reduce total fatal and injury collisions ten percent by September 30, 2004.
- To reduce speed-related fatal and injury collisions eight percent by September 30, 2004.

IMPACT PROGRAMS/STRATEGIES

- To provide funds for full-time officers, overtime, laser and radar units, DUI trailers, visible display radar trailers, motorcycles, preliminary alcohol screening devices, and computer equipment.
- Fund the "County Road Enforcement (CORE IV)" program to conduct overtime enforcement traffic violations consistent with the top five primary collision factors traffic laws statewide and on county roads and conduct a public awareness campaign.
- Continue programs with the University of California, Berkeley and San Diego State University to conduct Enforcement and Engineering evaluations for cities and counties. In fiscal year 2003, the UC Berkeley program will expand statewide.
- Fund "Corridor Safety Programs" that select corridors based on data identifying the corridor as having a disproportionate number of collisions, convene a task force, identify factors contributing to the traffic safety problem(s), develop an action plan, and implement identified solutions.

- Fund a “Truck Corridor Safety Program” that identified and selected two problematic corridors, the project will continue to convene task forces, identify factors contributing to truck-involved collisions, develop safety action plans, and implement potential solutions identified by the task force.
- To conduct frequent highly visible DUI Checkpoints.
- To conduct enforcement operations targeting illegal street racing.
- To continue the statewide “Truck-at-Fault” enforcement and public information campaign targeting the top ten collision factors.
- To utilize Geographical Information Systems to record and display citation and collision data (e.g., who, what, where, and when) information.
- To continue neighborhood speed alert programs.
- To promote traffic enforcement training for patrol officers.
- To deploy visible display radar trailers.
- To upgrade and continue the level of traffic safety benefits provided by the CHP helicopter program.
- To implement a statewide program to focus patrol and enforcement efforts on the most frequent primary collision factors.

ADMINISTRATIVE GOALS

COMMUNITY BASED ORGANIZATIONS (CBO)

STATEWIDE GOALS

- To effectively conduct a strategic, broad-based CBO funding plan through “umbrella” local and state governmental agencies.
- To award mini-grants to CBO’s promoting traffic safety throughout their community.
- To assist CBO’s build capacity by sponsoring grant writing and media advocacy workshops, and traffic safety training.

IMPACT PROGRAMS/STRATEGIES

- Explore and implement new strategies to sustain CBO involvement and contribution to traffic safety (e.g., radio talk shows, novellas, secondary and ethnic newspapers outreach, parent training through churches, vocational schools, youth athletic leagues, adult athletic leagues, community centers, and pre-natal care centers).
- Plan, facilitate, and evaluate round table meetings for grantees’ CBOs to focus current efforts and topics, emerging issues, and showcase local projects.
- To conduct bimonthly telephone conferences to promote an informal forum for resource sharing among CBOs and their hosts.
- To conduct regional media kick-off events for the CBOs and their host agencies.
- To partner with CBOs in developing traffic safety art programs, safe routes to school programs, pedestrian and bicycle safety programs, and other innovative programs addressing neighborhood traffic safety programs.
- To distribute and properly install child safety seats in cars of people in need.
- To distribute and properly fit bicycle helmets to people in need.

EMERGENCY MEDICAL SERVICES (EMS)

STATEWIDE GOALS

- To improve emergency medical services to traffic collision victims in rural California communities by identifying and supporting programs that facilitate the delivery of quality emergency services within the critical “golden hour.”
- To improve California’s emergency medical services delivery system through the replacement of outdated and unreliable emergency vehicles and equipment.
- To continue to assess, and improve California’s emergency medical services communications system.

FUNDED PROJECT GOALS

- To design a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology by September 30, 2004.
- To implement a by-stander care education program for rural northern California communities December 31, 2003.
- To implement a "lights and siren" public information and education program.

IMPACT PROGRAMS/STRATEGIES

- To provide funds for the purchase of hydraulic and pneumatic extrication equipment.
- To provide for 25 percent of the cost of ambulances and rescue vehicles.
- To conduct a "lights and siren" public/driver awareness program.
- To develop a state emergency medical services communications plan.

ROADWAY SAFETY/TRAFFIC RECORDS

FUNDED PROJECTS GOALS

- To establish Citywide and Countywide Geographic Information Systems (GIS) and/or other Automated Collision Analysis Systems including hardware, software and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.
- To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- To improve the Traffic Engineering Department's customer service by reducing the time that it takes to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations. The corresponding salary savings are to be tracked and reported.

IMPACT PROGRAMS/STRATEGIES

- Continue a project to enhance the "Statewide Integrated Traffic Records System."
- Continue the "Field-Implementation of Improved Driver Assessment System" program to improve and enhance driver assessment system for older adults to aid older adults in finding ways of driving safely for as long as is practical.

- Continue the “Educational Outreach To High-Risk Elderly Drivers” program to guide high-risk older drivers by providing them with information on assistance with age-related physical and mental declines as they affect driving.
- Continue an “Improved Signals and Signs at Rail Crossings” program to test an improved advance warning sign and improved flashing signal.
- Fund an “Electronic DUI Forms” program to develop and implement an automated system that, via the Internet, will allow DUI treatment program providers to report directly to DMV on the progress of individuals mandated to DUI treatment.
- Continue a project with the University of California, Berkeley to conduct Enforcement and Engineering evaluations for cities and counties.
- Initiate GIS and other automated collision analysis systems for joint use by the Departments of Public Works and local enforcement agencies.

These systems will provide the capacity to:

- Identify critical intersections and critical street segments in grantee jurisdictions. Specific locations where collisions exceed established definitions of a high collision location;
- Identify, assess, and inventory traffic control devices;
- Train grantee staff members in the usage and maintenance of the finalized version of the automated collision analysis system.
- Promote pedestrian and bicycle friendly environments and encourage engineers to consider traffic calming strategies in residential neighborhoods.
- Maintain the number of training sessions for the “Traffic Safety Through Construction and Maintenance Zones” course.

LEGISLATION

GOALS

- To ensure California maintains current levels of federal highway safety grant funds through ensuring the efficacy of existing State statutes.
- To secure additional federal highway safety grant funding for California through actively pursuing new traffic safety statutes and enhancements of those statutes that already exist, as necessary.
- To maintain and enhance, if necessary, the current life saving and injury preventing traffic safety statutes relative to:
 - Zero Tolerance (0.01 percent blood alcohol concentration (BAC) as measured by a preliminary alcohol sensing device) for individuals under the age of 21 operating a motor vehicle on roadways.

- 0.04 percent BAC as the presumptive limit of intoxication for individuals operating truck tractor trailer combinations on roadways.
- 0.05 percent BAC as the presumptive limit of intoxication for individuals under the age of 21 operating a motor vehicle on roadway.
- Mandatory use of motorcycle helmets.
- Child passenger restraint systems and seatbelts. Legislation has passed to require children six years of age or less or who weight less than 60 pounds to be restrained in a proper car seat.

IMPACT PROGRAMS/STRATEGIES

- Monitor, track, and analyze all traffic safety related legislation in California, monitoring national legislation effecting the State and Community Highway Safety Program such as:
 - Ban on hand-held cellular phones while driving a motor vehicle.
 - Requirement of children under age six to sit in the back of a motor vehicle.
 - Implementation of passenger restraint system on school buses.
 - Installation of ignition interlock devices for DUI suspended licensed drivers.
 - Helmet usage for scooters and skateboards for persons operating or as passenger under 18 years of age.

PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

- The overall goal of OTS Public Affairs is to aggressively advance successful statewide and regional traffic safety programs and campaigns that effect behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- In addition, this effort is designed to make safe driving the behavior of choice for all Californians, including diverse audiences and under-served communities.
- OTS Public Affairs works to ensure that OTS accomplishes its mission of reducing fatalities, injuries and economic losses resulting from motor vehicle crashes.

IMPACT PROGRAMS/STRATEGIES

- *Expansion of activities:* The OTS will expand upon existing marketing campaigns that mirror California's diverse population. Campaigns will involve the vast network of OTS grantees, local community-based organizations, and the media.
- *Outreach to California's underserved communities:* All campaigns and initiatives include marketing to underserved segments of California's population.

- *Current and Future Campaigns:* Initiatives and campaigns include the following: Child Passenger Safety Week (February), Regional AVOID Campaigns (May, July, September), the You Drink and Drive. You Lose national and statewide anti-DUI campaign, Drunk and Drugged Driving Preparedness (3D) Month, and Seat Belt Mobilizations (May and November), held in connection with the national ABC Buckle Up Mobilization campaigns.
- *Media:* OTS assists local grantees in collaborative efforts to address transportation safety projects, including: radio and television PSAs, selected print media placements, billboard and target marketing, and, assistance with local media and press events.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR § 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 USC - Highway Safety Act of 1966, as amended.
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations.
- 23 CFR Chapter II - (§§ 1200, 1205, 1206, 1250, 1251, & 1252) Regulations Governing Highway Safety Programs.
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs.
- Highway Safety Grant Funding Policy for Field-Administered Grants.

CERTIFICATIONS AND ASSURANCES

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (PL 88-352) which prohibits discrimination on the basis of race, color or national origin and 49 CFR Part 21; (b) Title IX of the Education Amendments of 1972, as amended (20 USC §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 USC § 794), which prohibits discrimination on the basis of handicaps; and 49 CFR Part 27 (d) the Age Discrimination Act of 1975, as amended (42 USC §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (PL 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (PL 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 USC §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 USC §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 USC §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a

Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CERTIFICATION REGARDING STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous

certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause for default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered *transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of the rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility
Matters - Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-procurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility And Voluntary

Exclusion -- Lower Tier Covered Transactions

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2001 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.). Council on Environmental Quality regulations on compliance with the National Environmental Policy Act of 1969, as amended, 40 CFR Part 1500 et seq.



Governor's Representative for Highway Safety

August 29, 2003

Date